



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the August 21, 2025 Special Meeting
Carmen Flores Recreation Center, Josie de la Cruz Park, 1637 Fruitvale Ave,
Oakland, CA 94601

Meeting agenda at: www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Meeting called to order at 6:01 PM by BPAC Chair Ralston.

Item I. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes

At roll call, quorum was established with five Commissioners present (X). Three Commissioners arrived after roll call (x). One Commissioner was excused (-).

Commissioners	Present
Priyanka Altman	X
Kirsten Flagg	-
Grey Gardner	X
Jimmy Jessup	X
Alexander Perry	X
David Ralston (Chair)	X
Patricia Schader	x
Nick Whipps (Vice-Chair)	x
Dianne Yee	x

Introductions were made.

1. Oakland Department of Transportation (OakDOT) Staff: Jason Patton, Noel Pond-Danchik, Jason Patton, Stephen Tu, Chase Fowler
2. Other attendees: Tom Holub (Scraper Bike Team), Kevin Dalley (BPAC Policy and Legislative Committee), Robert Prinz (Bike East Bay, WOBO, BPAC Infrastructure Committee), Ben Lum, Khalilha Haynes (Oakland Planning Department), Nicholette Tolmie, Anne Killebrew, Tonya Love, Tiff Mueller (Bike Rescue), Paul Smith, Bryan Culbertson, Michelle Matranga (Oakland Planning Department), Timothy Green (Oakland Planning Department).

Chair Ralston led the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit: oaklandca.gov/topics/traffic-fatality-tracking.

Summary of Discussion:

- On October 7, 2024, a Hispanic male pedestrian in his 60s from Oakland was struck by a vehicle while crossing Bancroft Ave near 44th Ave. He was hospitalized and succumbed to his injuries on July 16, 2025. The Oakland Police Department (OPD) Traffic Division was notified of his death on August 20, 2025.

- On August 16, 2025, at approximately 2:30pm, an Asian female cyclist in her 50s from Berkeley was fatally struck by a vehicle while she was traveling northbound on Shattuck Ave, through the intersection of 52nd St.
 - The Oakland Police Department (OPD) was called, and it was unclear to them what the speed limit is at this location.
 - The cyclist was in the crosswalk on the west side of the intersection and the driver was headed toward the freeway.
 - Shattuck St and 52nd St are both on the paving plan scheduled for 2028. However, safety upgrades should be installed sooner.
 - OakDOT will be discussing the Highway Safety Improvement Program (HSIP) Grant application with the BPAC Infrastructure Committee at the September 4th meeting and plan to request safety upgrades at this location because of the three recent crashes in the area.

Speakers other than Commissioners: Kevin Dalley, Robert Prinz

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting's agenda packet. Members of the public may comment on any issue within BPAC's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC's Open Forum Liaisons track Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking.) The Liaisons review the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at oaklandca.gov/services/oak311.

Summary of Discussion:

- The City was praised for quickly replacing a knocked-down traffic signal at 5th St and Washington St. However, it was noted that flashing pedestrian beacons often take much longer to repair when damaged and an exploration into the reasons for the timeline was requested.
- It was noted that the flex posts near Lake Merritt BART and on Telegraph Ave at W MacArthur Blvd are slow to be fixed after being knocked down.
- A large pothole on Excelsior Ave near Beaumont Ave was recently repaired after about fifteen years.
- Appreciation was expressed for the City's quick installment of speed bumps on East 21st St following the traffic death of Dr. Boomer. However, systemic traffic issues remain in the area and similar treatments should be installed throughout the neighborhood.
- Tunnel Rd will be closed between Hiller Dr and Bay Forest Dr on Monday, August 25 and Thursday, August 28 to transport and stage equipment and material for the Tunnel Road Slope Restoration at Bay Forest Drive project. The road will be closed to all users - including drivers, bicyclists, and pedestrians. No detours via Bay Forest Dr will be available during road closures on these days. Bicyclists are strongly encouraged to use other routes into the Oakland Hills on these days. Additional information on the project is available at: www.oaklandca.gov/Government/Oakland-Improvement-Projects/Tunnel-Road-Slope-Restoration In most other cases for construction closures due to this project, Tunnel Rd will be closed Mon-Fri 7am-5pm with a detour provided via Bay Forest Dr, and at other hours Tunnel Rd will be one lane and controlled by a temporary traffic signal to allow one direction of traffic at a time to pass through the construction zone.

- Community members were encouraged to apply to become BPAC Commissioners.

Speakers other than commissioners: Robert Prinz, Kevin Dalley, Jason Patton

Item 3. Approval of Meeting Minutes

The draft meeting minutes from the July 2025 BPAC meeting were considered for adoption.

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission July meeting minutes** was made (Altman) and seconded (Yee). The motion was approved by voice vote. Commissioner Gardner abstained.

Adopted minutes online at www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Speakers other than commissioners: none

Item 4. Committee & Liaison Appointments, Overviews, and Report Backs

Committees and liaisons of the BPAC provided brief updates to the Commission. A list of active committees is included in the agenda packet and at www.oaklandca.gov/Government/Boards-Commissions/Bicyclist-and-Pedestrian-Advisory-Commission/BPAC-Committees-and-Liaisons

Infrastructure Committee:

- The committee last met on July 3rd and heard an item on the Slow Streets draft network.
- The next meeting is scheduled for Thursday, September 4, 2025, from 3:30PM to 5:30PM. They will hear an item on Highway Safety Improvement Project Grant Application Cycle 12 and are looking for other agenda items.

- **Policy and Legislative Committee:**

- The committee last met on July 28th and heard a presentation on conflicts between Street Safety and Fire Response including the discussion on street widths. They recommended less strictness in the Fire Code itself to allow more discussion between the Fire Department and the Department of Transportation.
- They did not hear a scheduled item on traffic safety and parking.
- They would like to agendaize a future item on traffic speeds.
- Their next meeting is scheduled for Monday, October 27, 2025, from 6:00PM to 7:30PM.

- **Ad-Hoc BPAC Recruitment Committee**

- Applications are due September 11, 2025, for three BPAC positions with terms beginning January 2026.
- On August 13th, the Committee hosted a Meet and Greet at the Cesar Chavez Library to encourage members of the public to apply.

Summary of Discussion:

- The commission should further develop their relationship with the BPAC's assigned Council Liaison, the Chair of the Public Works and Transportation Committee, currently Councilmember Unger.

- There is a BPAC working group on the Oakland General Plan Update. They are planning to meet soon to develop comments for the General Plan's Options for How We Stabilize and Grow report.

Speakers other than Commissioners: Kevin Dalley

Item 5. Oakland General Plan Update

Members of the General Plan Update team (generalplan@oaklandca.gov) in Oakland's Planning and Building Department, presented on the recently released Options for How We Stabilize and Grow. These Options are three big-picture ideas for how and where Oakland should stabilize (invest in the wellbeing of current residents and prevent displacement) and grow (plan for new homes, jobs, parks, and transportation in the next 20 years). More info at www.oaklandca.gov/gpu. A copy of the presentation was attached to the agenda for this meeting.

Summary of Discussion:

- Option A: City of Neighborhood's concept of small, walkable intentional communities was praised. This option should include complete pedestrianization, including street closures to vehicle traffic.
- Greenways were identified as essential infrastructure.
- Questions were raised about environmental hazard remediation. Staff confirmed that contaminated areas have been mapped, and the feasibility of uses including parks or office space are being explored.
- Historical redlining remediation should be included as part of the General Plan.
- New development is not being recommended in the hills, which are wealthier areas, due to high-fire zones.
- A racial equity impact analysis will be conducted for each option. Chapter 4 of the options report has more information on the Environmental Justice Communities Map.
- Improved corridors, neighborhoods, and waterfront access were noted as important goals.
- Additional I-880 crossings to access the waterfront like at 66th Ave should be added, in addition to 5th Ave and 98th Ave.
- Mitigation measures for gentrification and displacement should be included as a part of any development plan.
- Sea level rise and adaptation planning are being considered for Option C's Midtown Waterfront District. Additional adaptation policies will be developed after the General Plan Update is completed.
 - Option A: City of Neighborhoods and Option B: Connected Corridors and Gateways support more options for managed retreat and more development away from the waterfront, but Option C: Midtown Waterfront District includes significant development near the shoreline and with significant development, stronger sea level rise mitigation tactics would be warranted.
- All of the major corridors outlined in Option B: Connected Corridors and Gateways should be rezoned for mixed-use development.
- Oakland is expected to grow by about 175,000 residents (a 40% increase) and add about 90,000 jobs in the next 20 years. More information on population growth targets is included in the report.

- The General Plan Update should set an ambitious goal for shifting mode share away from single occupancy vehicles. Additional research should be done on the impact of each Option on mode share shift, and this should be a major consideration in developing the preferred Option.
 - High level mode share comparisons are included in Chapter 4 of the report. Differences between the Options are relatively small, since all Options focus on infill growth around transit nodes and corridors and Option C: Midtown Waterfront District is expected to result in the lowest Vehicle Miles Traveled per capita by reducing commutes for residents in the Fruitvale/Dimond areas near the Midtown Waterfront area.
- The General Plan Update should include adopting new policies with the goals of reducing vehicle miles traveled and improving air quality.
- Citywide connectivity and connecting complete neighborhoods should be prioritized.
- Clarification was requested on how the eighteen neighborhoods highlighted in Option A: City of Neighborhoods were selected out of the estimated forty-six existing neighborhoods in Oakland.
- Electric Bike manufacturing should be encouraged in the proposed Research and Development areas.
- The plan should promote improvements on the 16th Ave overcrossing over I-880 because of 16th Ave's importance in connecting the San Antonio and Fruitvale neighborhoods to the Bay Trail, the waterfront, and the East Peralta, Jingletown, and Brooklyn Basin neighborhoods and vice versa.
- The BPAC Ad-Hoc General Plan working group plans to meet and write a letter documenting more feedback.
- Excitement was expressed about Oakland's potential transformation over the next 20 years.
- The last comprehensive update to the Oakland General Plan was completed in 1998.
- Resources for additional bus service should be included in any new development area. This was late to come to the new Brooklyn Basin development.
- The Midtown Waterfront District in Option C focuses on development in vacant and underutilized areas between 14th Ave to High St. The eastern edge of the Midtown Waterfront District in Option C is near the Coliseum/Hegenberger Rd.
 - Questions were raised about racial equity impact the decision to exclude Deep East Oakland from the new development opportunities despite its need for investment.
 - Additional outreach should be done with the Hood Planning Group, as they are doing extensive development planning in Deep East Oakland.
- The proposed Research and Development centers (R&D) would include biotech, office, and lab centers with the goal of adding green jobs to Oakland.
- It was acknowledged that attracting development to the Coliseum area is an ongoing challenge. While a new R&D center there would be great, the competition for attracting this kind of development may make it infeasible, so more flexible uses should be allowed for the Coliseum area. An entertainment, arts, and culture area has been proposed for that area in the past and despite not adding as many jobs, is a good idea because it would provide benefits to existing residents.

Speakers other than Commissioners: Kevin Dalley, Tonya Love, Robert Prinz

Item 6. Slow Streets Network Draft Recommendations

OakDOT Bicycle and Pedestrian Program staff presented draft recommendations for a Slow Streets network in Oakland. Slow Streets were initially an OakDOT innovation during the Covid-19 pandemic to provide physically distanced outdoor spaces for residents. Staff are taking lessons learned from the

pandemic and applying them to Oakland's work-to-date developing bike boulevards and neighborhood bike routes (NBRs). Staff are proposing these routes be re-envisioned as slow streets for travel at human-powered speeds while simultaneously making these streets more welcoming for residents to use as public spaces. The presentation explained the purpose, planning criteria, and methodology for developing the draft Slow Streets network. A copy of the presentation is attached to the agenda for this meeting. An interactive web map of the draft Slow Streets network can be found at tinyurl.com/oakland-slow-streets-draft. More information about the OakDOT Slow Streets program can be found at www.oaklandca.gov/slowstreets

Summary of Discussion:

- Additional greenery has a positive impact and should be included in all new traffic circles. Traffic circles could be used as mini parks which could be developed through community involvement.
- The City was encouraged to explore micro traffic circles in smaller intersections. Staff noted that existing standard detail used for designing traffic circles works on most narrow streets.
- While the Slow Streets network is being tied to the previously existing and proposed bike route network, it should be expanded to include additional streets where there is a desire for community space, even if they are not ideal for biking, for instance because of their slope.
- Traffic circles should be installed on every intersection on the slow street network where there are no traffic signals.
- Traffic circles are intended to slow drivers at intersections and speed bumps are intended to slow mid-block drivers. Traffic circles are more difficult to install than speed bumps.
- Some streets designated as Neighborhood Bike Routes have been determined to be not well-suited to be Slow Streets for various reasons including having a Fire Station or hospital on them or lack of connectivity to the network.
- The City should consider installing thick thermal plastic paint to create quasi-speed bumps/gateway treatments at the entrance to Slow Streets where they intersect with a major street to give drivers a visual cue that they are entering a Slow Street.
- It is misdirecting to compare this version of the Slow Streets Program to the pandemic version Slow Streets. For example, while the 8th St West Oakland demonstration Slow Street is much safer, getting people to gather and play in the streets requires streets to be closed to through vehicle traffic as well as community-activation and effort.
- There was skepticism that the likelihood of the return of the level of use seen on Dover St during the pandemic without something like the Shelter-In-Place and social distancing requirements.
- The goal of the permanent Slow Streets program is to develop the conditions that foster a culture of spending time in the street. This exists on certain streets already, for instance, people play basketball on Shafter Ave all the time.
- The new streets will be designed for 15 Mile Per Hour (MPH) design speed, which is 10 MPH lower than the 25 MPH speed limit allowed per the California Vehicle Code.
- Arroyo Viejo Park was flagged as an underutilized pathway due to poor maintenance.
- Parks were prioritized as part of the Slow Streets Network because they inherently limit traffic. This would also promote the use of parks through giving them more visibility to cyclists. The goal is that this would support a greater investment in parks using transportation funding as part of the Slow Streets network.
- The Essential Places Program should also be reinitiated as part of the Slow Street permanent program.
- The Slow Streets Network should be integrated into the General Plan and Pedestrian Plan updates.

- The BPAC Infrastructure Committee has been engaged in ongoing coordination with the OakDOT Bicycle and Pedestrian Program on Neighborhood Bike Route and Slow Street design since 2019. This input has been valuable to staff. Attendees were encouraged to attend the BPAC Infrastructure Committee if they are interested in this type of topic.
- The 8th Street West Oakland Slow Street demonstration project was funded as a standalone project through the Capital Improvement Program. Most streets on the network are not expected to have similar dedicated funding sources. Implementation of the network is largely expected to happen through routine Paving Coordination. While resources for additional treatments are limited through paving coordination, this is also the most efficient, fastest way to install a high number of street miles across the network. Projects on more complicated streets should be funded in coordination with other projects or as opportunities arise with nearby larger capital projects.
- 7th Ave and E 19th Ave are in development and are planned to be the first Slow Streets to be installed through routine paving.
- There is a desire for community groups and neighbors to get permission to build things such as little free libraries in traffic circles. Staff noted a desire to get out of the way to allow communities to do that and acknowledged that no formal process currently exists.
- Popular neighborhood bike routes like 7th St and Shafter Ave are planned to be paved in 2028, but current paving conditions are poor. There is currently coordination and prioritization for paving for bike routes including a set aside for paving for streets with bike routes, but there is a high level of need for paving across the city.
- Locations where community members already gather in the street for things like basketball would be good indications for where there should be Slow Streets.
- In Jack London Square and downtown, only Alice St is currently designated as a Slow Street. 2nd St, 3rd St, or 4th St are options for future inclusion, and discussions are ongoing.

Speakers other than Commissioners: Robert Prinz, Tom Holub, Bryan Culbertson

Item 7. Agenda look-ahead, suggestions for meeting topics

The three-month look-ahead was included in the meeting's agenda packet. Suggestions for meeting topics:

- Meeting with Director Rowan
- Select a Liaison to the Public Works and Transportation Committee

Summary of Discussion:

- Chair Ralston will be organizing a working group session to discuss the General Plan Updates. Bryan Culbertson and Kevin Dalley will attend.

Meeting adjourned at 8:00 PM.

Minutes recorded by Noel Pond-Danchik, OakDOT Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on August 27, 2025 with comments requested by September 2, 2025, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the September 2025 BPAC meeting agenda and considered for adoption at that meeting.